

municipal limits a market two miles away from the centre of the town, a place where there is nothing but a market and a few huts, and which is wholly rural in character.

83. Some needs of Quilon Town.

Mr. O. N. Krishna Kurup (Member, Municipal Council, Quilon) said that there were about 1,500 poor families inhabiting the villages of Mutakkara and Vadi on the sea shore close by the Quilon town who lived on the fishing industry. Those people who lived in small huts suffered great hardship during the rainy season when the strong winds from the south-west often swept away their huts and rendered them homeless. To add to their misery, the rain water on the sea shore accumulated there and the whole area became completely submerged. The Member prayed that the necessary relief measures be undertaken by the Government.

(The P. W. D. used to clear the culvert at Mutakkara; but that proved to be of no use whatever, because the culvert became completely closed up within a few hours of its clearance by the sand brought by the waves, with the result that the area became once again flooded immediately, and the Public Works Department was not prepared to attend to its clearance again.)

(The Member believed that, if the canal at the back of the church at Pazhaya-vadi was improved and a big culvert constructed up to the sea and kept free from silt, the people would not have to suffer much from floods.) He also prayed that effective steps be taken for preventing the encroachment of the sea and the improvement of the old beach road wherever necessary.

The Member next represented that the huts on the sea-shore were constructed without any regard to hygienic laws and prayed that generous concessions might be granted to the villagers for building houses in rows, thereby improving the means of communication in and the sanitation of the locality. He pointed out that the Municipality would not be able to undertake and finance such works.

The Member next repeated the prayer of Mr. Venu Vadhyar, Member, Trading Classes, Quilon, that the sides of the canal from the Big bridge to the Iron bridge be strengthened by masonry and that the necessary landing ghats be constructed in the interests of boat traffic. He pointed out that the road along the bank had quite disappeared and stated that the tree-growth might be cut down and the roads improved. He prayed that Government might help the Municipality in carrying out that work. He said that the Municipal Council had already commenced the work, but that that body would not be able to complete it if the Government did not allow a grant of two-thirds of the estimated cost thereof.

The Member next described the highly insanitary condition of the Idanazhi road and requested Government to gravel the same. He also prayed the Government to give effect to their proposal to construct a road outside the Valiakada market.

Lastly, the Member prayed for the construction of a floating bridge from the Kottayattu *kadavu* near the Tevalli Palace to the opposite shore of the back-water. If that bridge could be constructed, Perinad, the home of a prosperous and industrious, but litigious people, would afford scope for expansion to the town of Quilon and would form an integral part thereof. It would not only serve to relieve congestion and minimise epidemics in the town, but would also greatly popularise the flourishing coir industry at Perinad. (The distance would not be more than a furlong. He said that the people would not grudge to pay a small toll to meet the cost of the bridge, and prayed that the work be taken up not only in the interest of trade and industry, but also with a view to prevent loss of life at Vallikkatavu.)

Dewan's reply.—You have raised four points. Before I give a reply to them categorically, I must repeat what I have already said. These are the wants of the Quilon Municipality which is one of the major Municipalities of the State. I do not think that Government could subscribe to the proposition that all these works should

be done by the Government and exclusively by the Government. They are primarily the concern of the Municipality and its President. If the President thinks that any particular work is important and too costly for the Municipality to undertake, it is for the Municipality to come forward with definite proposals. The Quilon Municipality is not slow to come forward with such proposals. When such proposals are placed before the Government, they will consider them as sympathetically as possible.

Referring to the first matter you mentioned, namely, the susceptibility of a portion of your town to be submerged or deluged by water, I understand that by clearing the culverts and by repairing the old beach road, the danger could be warded off to a very large extent. I also understand that it is a work which is likely to cost only about Rs. 3,000. I have no objection to ask the Chief Engineer to prepare an estimate for it, and inasmuch as the duty of the maintenance of the roads in Quilon still rests with the Government (although the Government and the Quilon Municipality are now under correspondence in regard to the transfer of the maintenance of roads to the Municipality), I have no objection to that work being done by the Government at its cost so as to avoid the great inconvenience to the poor people that inhabit that part of the country.

In regard to the next work, namely, the repairing and metalling of the roads on either side of the canal, that is a matter which has been brought to the notice of the Government at successive sessions of the Assembly. It is a very costly proposition. I remember that a rough estimate was called for. It came up to about Rs. 60,000. Government cannot undertake such a work. The canal has to be maintained because it is a very important canal for purposes of trade; nor can its width be diminished. The tree growth on the slopes cannot be removed as otherwise the canal will get choked by the sand of the slopes on either side falling into it and silting it, and the only alternative left is to line the banks with rubble or laterite. That is very costly. The Municipality must place workable propositions before the Government.

As regards the Idanazhi road, it is a small lane which runs from the Chamba-kadamukku eastwards. That is a thing which the Municipal Council should attend to, after the question of the transfer of minor roads within the municipal limits is settled. Alleppey and Nagercoil have both undertaken to make new roads and to improve the existing roads within municipal limits under the arrangements already in force between them and the Government. I do not see why similar arrangements should not be made between the Quilon Municipality and the Government.

As for the floating bridge across the backwater near the Tevalli Palace, I do not know why that idea is being pressed. I must characterise it as a chimerical idea. The distance is not one furlong as you said. As the crow flies, it is two and a half furlongs, and to put up a floating bridge for such a long distance is almost unthinkable.

Member.—It has not been measured either in the presence of the Dewan or the Chief Engineer and the distance appears to be less than a furlong. In any case the distance can never be more than one furlong.

Dewan.—Here is the survey map. The distance is two and a half inches. The scale is 8" to a mile. So it is clearly, according to the map, not less than two and a half furlongs as the crow flies and you cannot cross the backwater as straight as the crow flies. I do not think you can question the accuracy of the survey map.

Member.—It does not at all appear to be more than one furlong and the distance should be measured in the presence of the Dewan.

Dewan.—When next time I camp at Quilon, please come and see me. We will devise some means to measure it in our presence. We will tie one end of a big rope to a tree on one bank, cross the backwater in a boat extending the rope as we go on, and then measure the distance across. I think that will satisfy you. Have you any objection to this? (*Laughter.*)

84. Needs of the Kayankulam town.

Mr. P. K. Joseph (Member, Trading Classes, Kayankulam) spoke first about the need for properly equipping the Kayankulam dispensary and for further accommodation being provided for that institution. His second request was that a road